

(AM-144: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Arch (AM-144) was laid down on 18 October 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 7 December 1942; sponsored by Mrs. A. M. Kearny; and completed on 6 September 1943. Transferred to the USSR under the lend-lease program, she served the Soviet Navy as *T-117*. Never returned to the United States, the minesweeper was carried on the American Navy list—as MSF-44 after 7 February 1955—until her name was struck on 1 January 1983.

Archer

Branch Tanner Archer was born on 13 December 1790 in Farquhar County, Va. He apparently studied medicine in Philadelphia, Pa., and practised that profession for some years in Virginia. He also appears to have started his political career in Virginia as well, serving one or two terms in the state legislature. In 1831, he moved to Texas—then a province of Mexico—and settled in Brazoria. There, he became enmeshed in the disputes between American immigrants and the government in Mexico City and represented the town in its demand for the modification of objectionable port regulations. Later, he spoke for the entire district surrounding Brazoria in the convention of April 1833. During that meeting, the Americans in Texas adopted a provisional constitution and requested that Texas be accepted as a state in the Mexican Confederation rather than remain a province.

Archer again served as Brazoria's representative in November 1835 at the "consultation" called to settle the attitude of Texas toward the changes being made to the Mexican constitution of 1824 by Santa Ana. War, however, erupted before the "consultation" met, and the overriding question quickly became what Texans were trying to achieve by their fighting. Though Archer probably favored independence, he acquiesced to a less radical resolution supporting the Mexican constitution of 1824 but opposing the centralizing machinations of the Santa Ana government. In other words, the initial policy of the Texans became local autonomy but still recognizing Mexican sovereignty.

However, regardless of their ultimate goals, the Texans needed assistance at that particular time because they were fighting the central government. Accordingly, a three-man mission to the United States—consisting of Stephen F. Austin, William H. Wharton, and Archer—went to New Orleans, La., in January 1836 and secured loans totalling around a quarter of a million dollars. Their ensuing trip up the Mississippi generated a great deal of sympathy for the Texas cause and no doubt contributed to the subsequent large influx of Americans into Texas. While the three men were still in the United States, Texas declared its independence on 2 March 1836.

American support for the Texans remained private rather than public. Despite the excellent official contacts of Archer and his colleagues, no one in Washington would countenance official intervention in the Texas war for independence. Consequently, the three men returned to Texas to participate in the establishment of a government for the infant republic. Archer joined with Wharton to support Austin in his unsuccessful bid for the presidency of Texas. He also served as a member of the first congress of Texas and was elected speaker of the lower house during its second session. In 1838, he became secretary of war in the administration of Mirabeau B. Lamar, a post he held until 1842. At that time, he apparently retired from public life. Archer died at Brazoria on 22 September 1856.

(Brig: t. 419; l. 112'; b. 29'; dph. 11'; a. 18 guns)

Galveston—an 18-gun brig built in 1839 and 1840 at Baltimore, Md., by Schott & Whitney—reached the Texas coast at Galveston in the spring of 1840—probably in the month of April. Soon renamed *Archer*, she appears to have taken little or no part in the operations of the Texas Navy against Mexico. She was taken over by the United States Navy along with the rest of the Texas Navy on 11 May 1846 after the annexation of Texas by the United States. An inspection proved her to be unfit for service, and she

was never placed in commission by the United States Navy. Sources suggest that she was sold in 1847.

Archer (BAGV-1)—a merchant ship constructed in 1939 at Chester, Pa., by the Sun Shipbuilding & Drydock Co.—was acquired by the Navy from the Maritime Commission on 6 May 1941. She was converted to an aircraft escort vessel at the Newport News Shipbuilding & Drydock Co. during the summer and fall of 1941. She completed conversion on 15 November and arrived in New York on the 17th. The following day, she was turned over to the Royal Navy and commissioned as HMS *Archer*. The warship served through World War II with the Royal Navy's Western Approaches command shepherding convoys into the British Isles and patrolling against German U-boats. She was returned to the United States Navy on 9 January 1946, and her name was struck from the Navy list on 26 February 1946. She was sold through the Maritime Commission on 30 September 1947 to Mr. Joseph Fitzgerald Luley of New York City. She was refitted as a merchantman and served under a succession of names into the early 1960's. From 1946 to 1949, her name was *Empire Lagan*. In 1949, she became *Anna Salen*. That name remained until 1955, at which time the name *Tasmania* was assigned to her. Her final name—*Union Reliance*—came in 1961. She was scrapped at New Orleans, La., in March of 1962.

Archer, Daisy, see *Daisy Archer*.

Archerfish

A small, silvery fish with dark spots on its flanks. The archerfish—found between India and Australia—is unusual in its ability to project a powerful spout of water at its insect prey.

I

(SS-311: dp. 1,525 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

The first *Archerfish* (SS-311) was laid down on 22 January 1943 by the Portsmouth (N.H.) Navy Yard; launched on 28 May 1943; sponsored by Miss Malvina C. Thompson; and commissioned on 4 September 1943, Lt. Comdr. G. W. Kehl in command.

The submarine held shakedown training through the first part of November off the New England coast, and headed via the Panama Canal for Hawaii. She arrived at Pearl Harbor on 29 November 1943, and joined the Pacific Fleet.

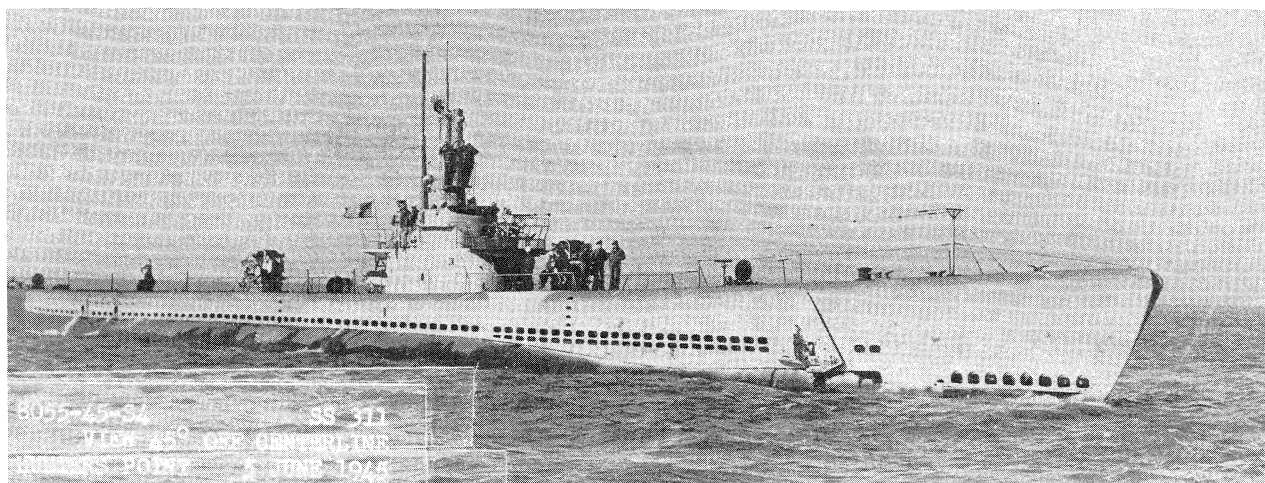
After receiving voyage repairs and undergoing training exercises, *Archerfish* got underway on 23 December for her first war patrol. She paused at Midway on the 27th to refuel before proceeding on to her patrol area north of Formosa. During this patrol she attacked three ships, but scored no kills before returning to Midway on 16 February 1944 for repairs and training.

The submarine stood out of Midway on 16 March 1944 on her second war patrol but encountered no Japanese targets during her 42 days at sea, mostly near the Palau Islands. She returned to the Pearl Harbor Submarine Base, via Johnston Island, on 27 April to commence refitting.

A month and a day later, *Archerfish* left Pearl Harbor, bound for the Bonin Islands area and her third patrol. Assigned life-guard duty during the strikes against Iwo Jima on 4 July, she rescued one drowned aviator before returning to Midway on 15 July.

After a refit alongside tender *Proteus* (AS-19) and training exercises, *Archerfish* got underway again on 7 August to begin another patrol. After prowling the waters off Honshu for more than a month without bagging any enemy ships—which by then had become scarce—the submarine returned to Pearl Harbor on 29 September, ending 53 days at sea.

Archerfish left Hawaii on 30 October, visited Saipan on 9 November for quick voyage repairs, and departed two days later to carry out her next patrol on which her primary mission was to provide lifeguard services for the first B-29 strikes against Tokyo. On the 28th, she received word that no air raids would be launched that day. That evening, the submarine sighted a large Japanese



Archerfish (SS-311), off Hunters Point, 5 June 1945, in Measure 32/SS-B camouflage: light gray, medium gray, and dull black. (19-N-87175)

aircraft carrier screened by four escorts leaving Tokyo Bay. After a dogged six and one-half hour surface pursuit of the elusive, high-speed target, she finally obtained a position ahead of her quarry, took careful aim, and unleashed six torpedoes. Moments later, a great glowing ball of fire climbed up the Japanese ship's side and the Americans soon heard a series of tremendous explosions while the enemy vessel disintegrated. Not until after the end of the war did the Americans learn that *Archerfish* had sunk the still unfinished *Shinano*, a 59,000-ton Japanese aircraft carrier, probably the largest warship ever sunk. *Archerfish* received the Presidential Unit Citation for this action. The patrol ended at Guam on 15 December after 48 days on station.

While her officers and crew spent the holidays at a rest and recreation camp located on Guam, *Archerfish* underwent refit at the island. On 10 January 1945, the submarine got underway for her sixth patrol. This mission took her to waters in the South China Sea off Hong Kong and the southern tip of Formosa. She damaged one unidentified target during this patrol which she terminated on 3 March, three days earlier than scheduled, due to bow plane problems. *Archerfish* touched at Saipan and Pearl Harbor before arriving back in the United States at San Francisco on 13 March. She then proceeded to the Hunters Point Navy Yard for overhaul and drydocking.

Following completion of the yard work, *Archerfish* sailed on 14 June 1945 for Oahu. She arrived at Pearl Harbor on 22 June and commenced voyage repairs and training exercises. The submarine got underway on 10 July for her seventh and last war patrol, which she conducted in the area off the east coast of Honshu and the south coast of Hokkaido, providing lifeguard services for B-29 bombers striking the Japanese home islands. She was still off Hokkaido on 15 August when word of the Japanese capitulation arrived. *Archerfish* was one of 12 submarines that entered Tokyo Bay on 31 August and moored alongside the tender *Proteus*, near the Yokosuka Navy Yard. After the Japanese surrender ceremony on board battleship *Missouri* (BB-63) on 2 September, *Archerfish* departed Tokyo Bay, bound for Pearl Harbor, and arrived there on the 12th. She was then assigned to Submarine Squadron 1 for duty and training.

The submarine left Pearl Harbor on 2 January 1946, bound for San Francisco. From her arrival on 8 January until 13 March the ship's force was busy carrying out her preinactivation overhaul. On the latter day, she proceeded to the Mare Island Naval Shipyard where the final stages of inactivation were completed. *Archerfish* was decommissioned on 12 June 1946 and placed in the Pacific Reserve Group berthed in the Mare Island Naval Shipyard.

On 7 January 1952, because of the necessity of augmenting the Fleet resulting from the communist invasion of South Korea, the submarine began preparations for reactivation. She was recommissioned on 7 March and reported for duty to the Pacific Fleet on the 26th. The next day she sailed for three weeks of shake-

down training out of San Diego. However, a fire broke out in her maneuvering room on 28 March, and the ship returned to the Mare Island Naval Shipyard under her own power for a restricted availability to have the damage corrected.

The repairs were completed on 27 May 1952, and *Archerfish* held shakedown off the west coast. She then transited the Panama Canal and joined the Atlantic Fleet on 3 July. Attached to Submarine Squadron 12, she operated out of Key West, Fla., visiting such places as Santiago and Guantanamo Bay, Cuba; Port-au-Prince, Haiti; San Juan, Puerto Rico; and Trinidad, British West Indies. The vessel departed Key West on 25 April 1955 and proceeded to the Philadelphia Naval Shipyard for decommissioning. After completing her inactivation overhaul, the ship was towed to New London, Conn., and was decommissioned on 21 October 1955.

The submarine was reactivated at New London in July 1957, placed back in commission on 1 August, and again joined Submarine Squadron 12 at Key West. On 13 January 1958, she got underway for a cruise under the technical supervision of the Navy Hydrographic Office. On this deployment, she visited Recife, Brazil, and Trinidad. Upon completion of that mission, she provided services for the fleet training commands at Key West and Guantanamo Bay.

In early 1960, *Archerfish* was chosen to participate in Operation "Sea Scan," a scientific study of marine weather conditions, water composition, ocean depths, and temperature ranges. She entered the Philadelphia Naval Shipyard in January to be specially equipped for this new mission. During this time, the vessel was redesignated an auxiliary submarine, AGSS-311. Embarking a team of civilian scientists, she commenced the first phase of Operation "Sea Scan" on 18 May. On the cruise, the submarine visited Portsmouth, England; Hammerfest and Bergen, Norway; Faslane, Scotland; Thule, Godthaab, and Julianehaab, Greenland; Belfast, Northern Ireland; and Halifax, Nova Scotia, before mooring at New London on 3 December.

After six weeks of upkeep, *Archerfish* got underway on 20 January 1961 for the Pacific phase of Operation "Sea Scan," transited the Panama Canal on 6 February, and proceeded via San Diego to Hawaii. She left Pearl Harbor on 27 March. During her operations the submarine visited Yokosuka and Hakodate, Japan; Hong Kong; Subic Bay, Philippines; Bangkok, Thailand; Penang, Malaya; Colombo, Ceylon; and Fremantle, Australia, and closed out 1961 moored at Yokosuka.

Phase two of Operation "Sea Scan" continued during the early months of 1962 with operations in the western Pacific area and port calls at Sasebo, Japan; Guam; and Cebu City, Philippines. Early in March, the submarine completed phase two and proceeded via Pago Pago to Pearl Harbor. On 27 April she entered the San Francisco Naval Shipyard for overhaul. After completion of overhaul, the submarine moved to San Diego for a two-week upkeep. She then commenced phase three of Opera-

tion "Sea Scan" in the eastern Pacific area, with stops in Pearl Harbor and Midway, and returned to San Diego for the Christmas holidays.

Archerfish departed San Diego on 10 January 1963, bound for Yokosuka, where she began a three-week upkeep period. Following two and one-half months of operations she returned to the United States for a brief visit to San Francisco before reentering Pearl Harbor early in May. Late May and most of June were devoted to surveying off the northwest coast of the United States and Canada, with port calls in Portland, Oreg.; Seattle, Wash.; and Vancouver, B.C. The submarine was back in Yokosuka for drydocking in July and August before beginning three months of continuous surveying in the mid-Pacific, broken only by brief fueling and upkeep stops at Midway and Pearl Harbor. She departed Yokosuka on 25 November for an extended cruise to the southern hemisphere, arrived in Australia in mid-December, and took a three-week holiday in Newcastle and Sydney. From the latter port, *Archerfish* traveled to Guam for a two-week upkeep in late January 1964 and finally reached Pearl Harbor on 5 March.

Departing Pearl Harbor on 30 March, the ship continued "Sea Scan" operations in the eastern Pacific. She visited San Francisco in April and Vancouver, B.C., in May before returning to Pearl Harbor on 25 May, ending the third phase of Operation "Sea Scan."

Archerfish began an extended fourth and final phase of Operation "Sea Scan" when she left Pearl Harbor on 17 June and headed for the eastern Pacific. She made port calls during July at Seattle and Olympia, Wash., and returned to Pearl Harbor on 19 August for a three-week upkeep and drydocking before undertaking a cruise to the South Pacific. The submarine sailed on 9 September for the Fiji Islands. After briefly touching Suva, she headed for Auckland, New Zealand, for an 11-day visit. Her next stop was Wellington, New Zealand, but she left New Zealand on 19 October and arrived in Yokosuka on 6 November. She

got underway again on 27 November to continue survey operations in the Caroline Islands area. After spending New Year's Eve in Guam, the ship sailed for Subic Bay, Philippines, where she closed the year in upkeep.

For the remaining three and one-half years of her Navy career, *Archerfish* continued carrying out various research assignments throughout the eastern Pacific region. In early 1968, *Archerfish* was declared unfit for further naval service and was struck from the Navy list on 1 May 1968. She was sunk off San Diego as a torpedo target by *Snook* (SS-592) on 19 October 1968.

Archerfish received seven battle stars and one Presidential Unit Citation for her World War II service.

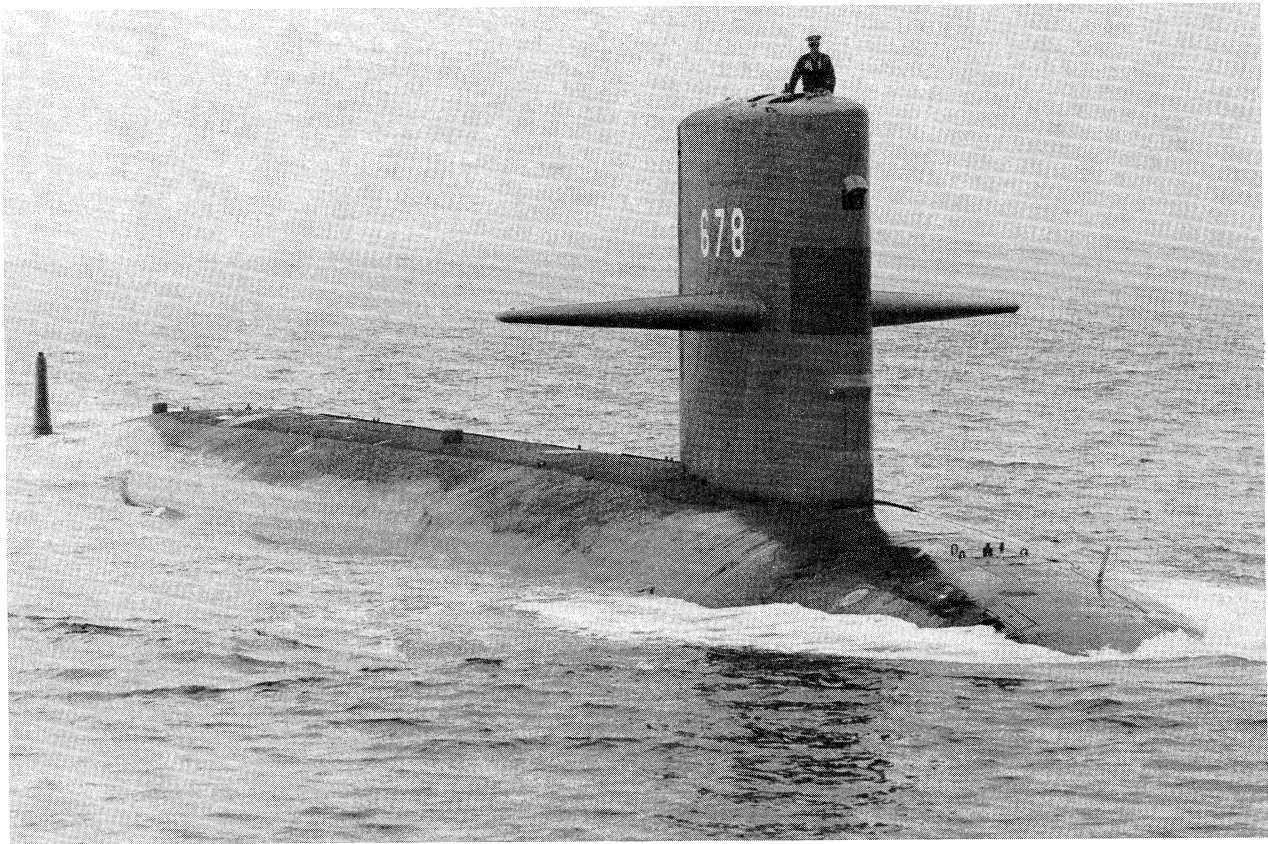
II

(SSN-678: dp. 3,640 (surf.), 4,650 (subm.); l. 292'2"; b. 31'8"; dr. 29'5"; s. 20+ k.; cpl. 120; a. 4 21" tt., SUBROC; cl. *Sturgeon*)

The second *Archerfish* (SSN-678) was laid down on 19 June 1969 at Groton, Conn., by the Electric Boat Division, General Dynamics Corp.; launched on 16 January 1971; sponsored by Miss Mary Conover Warner; and commissioned at New London, Conn., on 17 December 1971, Comdr. Ralph Gordon Bird in command.

Following her commissioning, the nuclear submarine proceeded to Newport, R.I., in late January 1972 and then to the Caribbean for shakedown training. She held acoustic sea trials in Exuma Sound and weapons systems acceptance trials at Roosevelt Roads, Puerto Rico, and at St. Croix, Virgin Islands. The submarine carried out tests off the Bahamas in April and May.

From 5 to 15 June, *Archerfish* participated in NATO Exercise "Pink Lace" in the mid-Atlantic. In August, she took part in antisubmarine warfare (ASW) Exercise I-73. On 5 September, the warship began post-shakedown availability in the Electric Boat Division yards at Groton where she received extensive



Archerfish (SSN-678), 14 September 1971, off the east coast of the United States. (USN 1194880)

modifications and new equipment. The nuclear submarine left the shipyard on 26 October and spent the rest of the year in local operations and preparation for overseas movement.

On 6 January 1973, *Archerfish* left Groton and shaped a course for the Mediterranean. During her deployment, the submarine conducted two special operations and visited Rota, Spain, and Naples, Italy. She arrived back at New London on 19 June. The warship got underway again in August for the Bahamas to participate in LANTSUBEX Kilo 1-74. *Archerfish* provided services in support of a special project under the direction of the Chief of Naval Operations in the western Atlantic during the last half of September. She then traveled to a testing range off the Bahamas, held torpedo certification trials, and arrived back at New London on 12 October for extensive training in preparation for deployment.

The submarine left her home port on 7 January 1974 for special operations in the North Atlantic. During this cruise, she visited Faslane, Scotland, before returning to New London on 8 March. Following upkeep, she sailed to the Narragansett Bay in early May to carry out sonar evaluation projects. On 27 May, she proceeded to Port Everglades, Fla., for further testing. The submarine then continued on to the Caribbean to take part in LANTSUBEX Kilo 2-74 near the Bahamas. On 10 June, *Archerfish* arrived back at her home port and began testing and evaluating new sonar equipment.

Archerfish set sail for the Bahamas once again on 9 September to participate in LANTSUBEX Kilo 1-75. Upon its completion, she took part in mine testing near Port Everglades. The submarines returned to the Caribbean on 30 October for torpedo proficiency firings. From 5 to 18 November, she participated in SUBASWEX 1-75 and then returned to New London for a period of leave and upkeep.

In February and March 1975, *Archerfish* carried out special operations in the western Atlantic. She then took part in Operation "Agate Punch" from 14 to 28 April. That exercise involved the development and utilization of tactics in direct support of other ships of the Atlantic Fleet. During the summer months, *Archerfish* carried out a western Atlantic deployment, which also included a port call at Halifax, Nova Scotia. In November and December, the vessel was involved in two additional tactical development exercises, RANGEEX 2-76 and SECEX 3-75. She also conducted torpedo tests.

After a period of holiday leave and upkeep, *Archerfish* took part in SUBASWEX 1-76 in February 1976 before commencing a deployment to the North Atlantic in March. During April and May, she carried out independent operations and returned to her home port in June. The warship moved to Portsmouth, Va., where she began overhaul at the Norfolk Naval Shipyard on 7 July.

During her sea trials in May of 1977, the submarine's home port was changed from New London to Norfolk on the 12th. *Archerfish* began shakedown on 8 June. She held torpedo proficiency firings and made port visits at Port Everglades and Port Canaveral, Fla. The nuclear submarine returned to Norfolk on 8 July and began upkeep. The warship got underway again on 21 August for a cruise during which she hosted a class of prospective commanding officers. She also carried out torpedo tests and made a stop at Port Everglades. *Archerfish* arrived back at Norfolk on 6 September but set sail again on the 12th, bound for the West Indies to conduct torpedo test firings off the Bahamas and to perform special sonar tests in the Atlantic.

Upon returning to Norfolk on 28 September, the submarine began preparations for overseas movement. She left Norfolk on 12 December; crossed the Atlantic; spent the Christmas holidays in port at Lisbon, Portugal; and entered the Mediterranean on 28 December. While operating with the 6th Fleet, the submarine participated in CNO Project "Over the Horizon Testing" and, during the month of March 1978, took part in Exercise "Dogfish." She arrived back at her home port in May.

During the period from 2 July to 4 August, *Archerfish* conducted a midshipman training cruise. On 23 August, she began participation in Exercise "Northern Wedding," a NATO exercise that occupied the nuclear submarine through 8 October. She then returned to Norfolk for leave and upkeep followed by preparations for cold weather drills in early 1979. *Archerfish* got underway for the Arctic on 14 March 1979. During her cruise, the submarine traveled over 9,000 miles under the ice and surfaced through the polar ice pack 23 times, once at the North Pole. *Archerfish* arrived in Plymouth, England, on 11 May for a

six-day visit and then proceeded to Zeebrugge, Belgium. She left Belgium on 21 May; sailed westward across the Atlantic; and arrived at New London, her new home port, on 5 June.

In mid-July, *Archerfish* entered the Portsmouth (N.H.) Naval Shipyard for a restricted availability. She got underway again on 3 October and headed to the West Indies for acoustic trials and weapons testing. The warship arrived back at New London on 21 November and ended the year there in upkeep.

On 23 January 1980, the submarine got underway to take part in RANGEEX 1-80, a multi-ship ASW exercise held in the Atlantic. She returned to New London on 10 February, and remained there until proceeding to Hampton Roads in mid-March to enter the Newport News Shipbuilding & Drydock Co. for the replacement of a sonar dome. That work was completed on 1 April, and *Archerfish* returned to her home port to prepare for another deployment. On 23 May, she set sail for the North Atlantic to conduct special operations. During the cruise, the submarine made port calls in Norway and West Germany before arriving back at New London on 25 August.

Archerfish returned to the West Indies in mid-October for torpedo testing off the Bahamas. The nuclear submarine paused at Norfolk for deperming before returning to New London on 30 October. She got underway on 17 November to take part in LANTSUBASWEX 2-81. Upon completing the exercise on the 26th, the submarine returned to her home port to begin a series of inspections. *Archerfish* continued operations from New London into early 1981. During the years 1981 and 1982, the nuclear submarine alternated two spring deployments to the Mediterranean Sea with normal operations out of New London during the fall and winter. In February 1983, *Archerfish* began regular overhaul at the Portsmouth (N.H.) Naval Shipyard. The extended repair period lasted until October of 1984 at which time she resumed duty out of New London. Those operations—interrupted by an occasional goodwill voyage to European ports—occupied the warship through the end of 1986.

Arco

A town in south central Idaho. It is the seat of government for Butte County and is located near the site of the Lost River Nuclear Reactor Testing Station established in 1949.

I

(ARD-29: l. 491'8"; b. 81'0"; dr. 5'8" (light), 33'3" (subm.); cl. ARD-12)

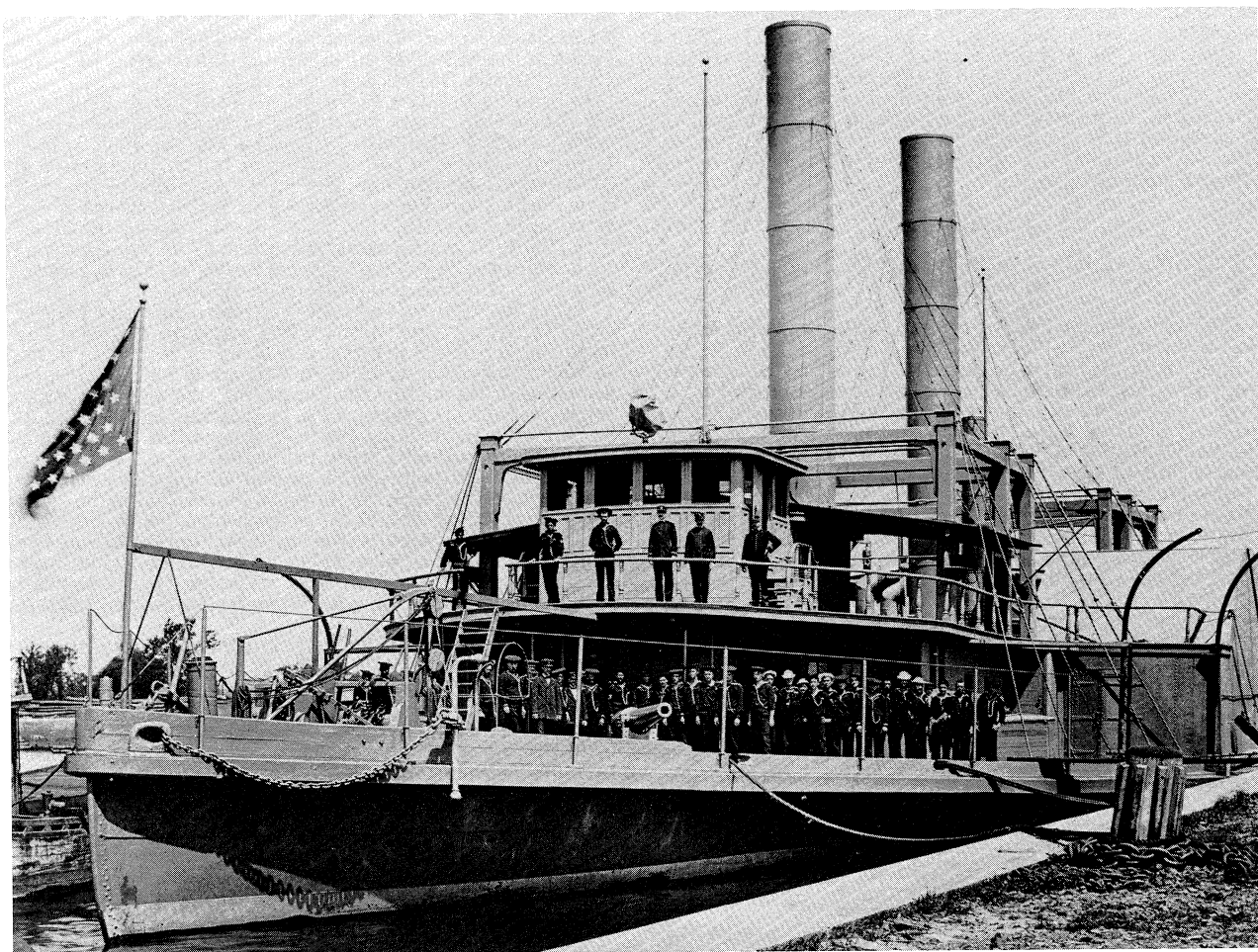
ARD-29—a floating drydock constructed in 1944 at Alameda, Calif., by the Pacific Bridge Co.—was employed by the Navy at the Naval Repair Base at San Diego during the latter part of 1944 and the beginning of 1945. Early in 1945, the drydock began to receive modifications at the Kaiser Cargo yard at Richmond, Calif., in preparation for assignment to advanced bases in the Pacific. She was placed in commission on 23 June 1945, Lt. Hector Phillips, USNR, in command.

ARD-29 visited Everett, Wash., for about a month before getting underway for the Central Pacific on 22 July. She stopped en route at Kwajalein in the Marshall Islands to change tugs and then continued on to the Marianas on 24 August under tow by *Wateree* (ATF-117). The floating drydock arrived at Guam on 2 September and operated there and later at Okinawa until late in 1946 when she was transferred to Pearl Harbor. ARD-29 provided repair services to Pacific Fleet ships at Pearl Harbor until the beginning of 1959. At that time, she was towed back to Guam where she served out the last 12 years of her Navy career. During this assignment, she was named *Arco* on 28 March 1967. On 1 November 1971, *Arco* was loaned to the Imperial Iranian Navy. Late in 1977, her name was struck from the Navy list. As of the end of 1984, she was still on the active list of the Iranian Navy as *Drydock No. 400*.

II

(ARDM-5: l. 492'; b. 96'; height 61'; lifting capacity 7,800 tons; cl. *Arco*)

The second *Arco* (ARDM-5)—a medium auxiliary repair drydock—was laid down on 9 May 1983 at Seattle, Wash., by the



Arctic, 9 November 1898, with her crew posed on the forecastle. Note the Civil War-vintage Parrott rifled gun. (NH 57632)

Todd-Pacific Shipyards Corp.; launched on 14 December 1884; delivered to the Navy at Bremerton, Wash., on 27 February 1886; towed to San Diego between 19 and 27 March 1886; and placed in service at the Naval Station, San Diego, on 23 June 1886, Comdr. Richard A. Riddle in command.

Arco completed final contract trials at San Diego late in August 1886. The floating drydock then began active service in support of the Submarine Force, Pacific Fleet, under the immediate supervision of the Commander, Submarine Group 5. As of the beginning of 1987, she was still drydocking and repairing units of the Pacific Fleet Submarine Force at the Submarine Base, San Diego.

Arctic

The region surrounding the North Pole. It extends outward from the pole to 70° north latitude.

I

(ScStr: t. 125; a. 1 12-pdr.)

The first *Arctic*—a screw steamer built by the Philadelphia Navy Yard in 1855—was commissioned for the purpose of rescuing the Arctic expedition under the command of Passed Assistant Surgeon Elisha K. Kane. She put to sea from New York in company with *Release* on 4 June 1855. The two ships found Kane and his men at Discoe Island where they had arrived after a

hazardous 84-day journey over pack ice and through water in open boats. *Arctic* and *Release* returned to the United States with Kane and his party in the fall of 1855.

In July 1856, the ship returned to sea to make soundings in preparation for the laying of the first Atlantic cable. By late in the month, she was at St. Johns, Newfoundland, where she began her series of soundings. *Arctic* arrived at Queenstown in Ireland on 23 August. Heading back to St. Johns, the ship completed more soundings for the cable before arriving at her destination on 30 September. She moved from St. Johns back to New York where she was decommissioned on 21 October 1856.

In 1857 and early 1858, the ship served in the Coast Survey making further cable soundings. Between May and July of 1858, *Arctic* cruised the waters around Cuba in company with an American squadron sent there to protect American merchantmen from British cruisers still practicing their so-called "right" of visit and search. Early in 1859, her machinery was removed, and *Arctic* was turned over to the Lighthouse Service to do duty as a lightship. After 20 years of service off the North Carolina coast, she was sold at public auction on 16 April 1879.

II

(SwStr: dp. 1,537; l. 198'6"; b. 33'3"; dr. 12'0" (mean))

At the outbreak of war between the United States and Spain, *Ice Boat No. 3*—a sidewheel steamer built in 1873 by Wood, Dialogue, and Co.—was owned by the city of Philadelphia. Leased by the Navy Department, *Ice Boat No. 3* was renamed *Arctic*

and commissioned on 9 July 1898, Lt. George C. Stout in command.

Assigned to the Auxiliary Naval Force, *Arctic* served as a refrigerator ship, headquartered at Philadelphia, and made one trip to the Delaware Breakwater and back, via New Castle and Lewes, Del., between 28 July and 16 August. Decommissioned on 23 August 1898, *Arctic* was returned to the city of Philadelphia soon thereafter and resumed her prewar pursuits, presumably as *Ice Boat No. 3*.

III

(Tug: t. 197; l. 111'6"; b. 25'3"; dr. 12'3" (mean); s. 10 k.; cpl. 25; a. 1 3", 2 mg.)

The wooden-hulled steam tug *Arctic*—built in 1913 at Eagle Harbor, Wash., by Hall Bros.—was inspected by the Navy on 17 October 1917 and found to be suitable for naval service. Accordingly, her owner, the Independent Asphalt Paving Co., of Seattle, Wash., delivered the tug to the Navy on 4 December 1917. Fitted out at the Puget Sound Navy Yard, Bremerton, Wash., and designated SP-1158, *Arctic* was placed in commission there on 15 January 1918, Lt. (jg.) Ernest G. Heinrici, USNRF, in command.

After escorting SC-302 to San Diego, *Arctic* towed two coal barges through the Panama Canal and proceeded to Hampton Roads, Va., where she arrived early in May and began preparations for "distant service." Assigned to Division 11, Patrol Force, *Arctic* departed New London, Conn., on 18 May as one of the escorts for a convoy which included 27 submarine chasers. After shepherding her charges to Bermuda, the tug proceeded on to Ponta Delgada, in the Azores, on escort duty before returning to New London in mid-August 1918. For the remainder of the year 1918, she operated between New London, the Azores, and Bermuda.

Assigned then to the Fleet Train, *Arctic* operated with the Atlantic Fleet from February to May 1919, towing targets during gunnery exercises out of Guantanamo Bay, Cuba, and transporting ammunition within the waters of the 5th Naval District. After proceeding from that port to Havana, *Arctic* was decommissioned on 8 July 1919, simultaneously stricken from the Naval Vessel Register, and turned over to the M. J. Dady Engineering and Contracting Co., which had purchased the vessel from her prewar owner.

IV

(AF-7: dp. 12,600; l. 416'6"; b. 53'; dr. 26'5"; s. 11 k.; cpl. 211; a. none; cl. *Arctic*)

Yamhill—a steel-hulled, single-screw freighter built in 1919 at Oakland, Calif., by the Moore Shipbuilding Co. under a United States Shipping Board contract—was acquired by the Navy from

the Shipping Board on 4 November 1921 for use as a storeship. Renamed *Arctic* (AF-7) on 2 November 1921, she was commissioned at the New York Navy Yard on 7 November 1921, Lt. Comdr. Charles H. Bullock in command.

Assigned to the Base Force, Pacific Fleet, *Arctic* arrived at San Diego, Calif., on 24 July 1922. For almost two decades she served chiefly in the Pacific, operating with the Fleet's train. During the second of her two voyages to Hawaiian waters in 1925, she accompanied the fleet on its Australasian cruise to New Zealand and Samoa. Assigned to Train Squadron 2, her yearly operations varied little, with the ship issuing provisions to the Battle Fleet wherever it was operating. Her cruises along the western seaboard of the United States took her to San Diego, San Pedro, San Francisco, Portland, and Seattle.

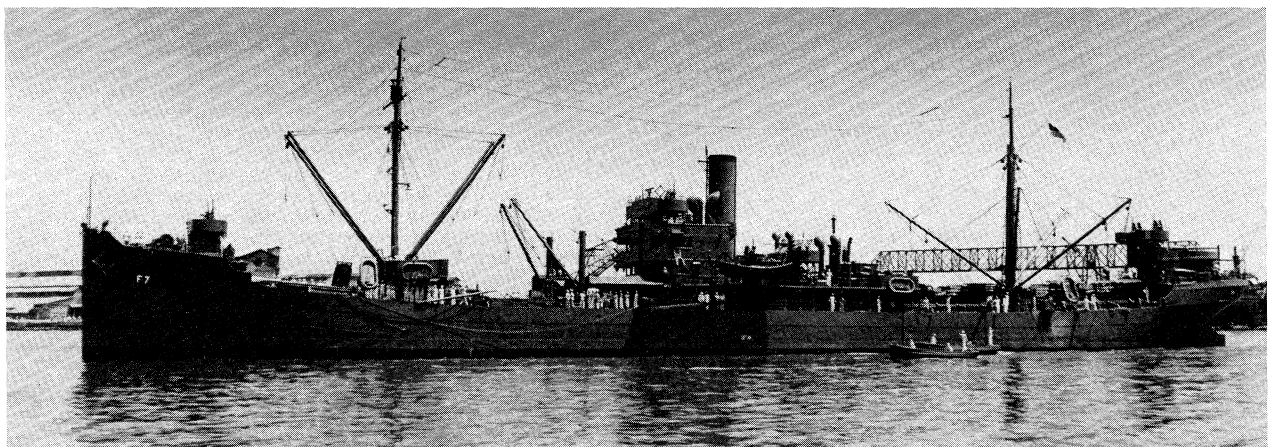
During the winter of 1936 and 37, *Arctic* found herself busier than ever. A maritime strike, which paralyzed American flag merchant shipping during this period, meant a revision in the storeship's operating schedule. As Commander, Base Force, reported after the end of the fiscal year, the shipping strike emphasized the limitations of the Train, since *Arctic* had to be withdrawn from servicing the fleet to provision the far-flung naval stations at Pearl Harbor and Samoa.

Since the fleet operated in Hawaiian waters with increasing frequency, starting with the Hawaiian Detachment in the fall of 1939 and continuing through the assignment of the Fleet there in the spring of 1940, *Arctic's* schedule was altered to include five or six round trips a year between San Francisco and Pearl Harbor. The outbreak of hostilities with Japan on 7 December 1941 found *Arctic* one day out of Hawaiian waters, en route to San Francisco.

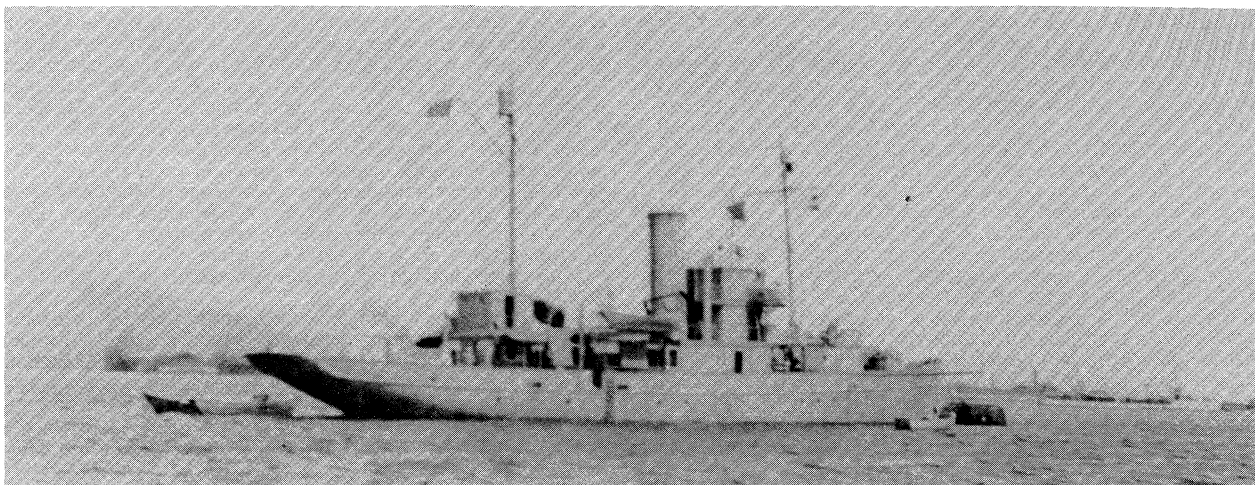
For the first five months of 1942, a time punctuated with yard periods at the Mare Island Navy Yard, *Arctic* operated between Pearl Harbor and San Francisco. She then deployed briefly to Alaskan waters, to supply the ships of Task Force 8 and shore facilities at Kodiak between 3 and 13 July. Returning thence to the west coast, she arrived at San Francisco on 24 July and soon thereafter sailed for the South Pacific.

After touching en route at Pearl Harbor and at Tongatabu, in the Friendly Islands, *Arctic* commenced a routine of supplying ships and shore stations at New Caledonia and in the New Hebrides. Before the year 1942 was over, the storeship visited Noumea twice and Espiritu Santo once. During the following year, 1943, she voyaged twice to Noumea, thrice to Espiritu Santo, and once to Efate, usually stopping at Samoa en route from the Hawaiian Islands. An overhaul at Alameda and Oakland between 4 July and 27 September broke this period of operations. Following her third call at Espiritu Santo from 23 October to 5 November 1943, *Arctic* returned again to the west coast for engine repairs, reaching San Francisco on 29 November and remaining there into the following year.

Departing the west coast on 29 January 1944, the storeship arrived at Pearl Harbor on 8 February. Assigned thence to Ser-



Arctic (AF-7), 23 March 1942, arriving at Pearl Harbor after her voyage from the west coast with Convoy 2050. The ship appears to be painted in Measure 11, sea blue. (80-G-64746)



Arcturus (SP-593), at anchor circa 1918. (NH 59826)

vice Squadron (ServRon) 8 over the next six months, *Arctic* made five round-trip voyages to the Marshall Islands, provisioning ships at Majuro, Kwajalein, and Eniwetok. Shifting to Seeadler Harbor, at Manus, in the Admiralty Islands, on 20 September, the auxiliary ship spent the next month issuing supplies to various units afloat before she proceeded to Ulithi, in the Caroline Islands, on 24 October.

Remaining at Ulithi, temporarily attached to ServRon 10, until a week before Christmas, 1944, *Arctic* provided working parties for various merchant ships and took on board supplies for issue to the Fleet until she commenced a series of round-trip voyages from Ulithi to the Palau Islands; she conducted four such voyages between 18 December 1944 and 1 April 1945 to provision ships and shore installations at Kossol Roads, Peleliu, and Angaur. Touching at Saipan, in the Marianas, on 5 April, *Arctic* proceeded to Iwo Jima, where, between 9 and 12 April, she provisioned island forces, various units of the Pacific Fleet, and small craft. Returning to Guam on 15 April, the "beef boat" then sailed for the United States. A severe tropical storm enlivened her passage home before she arrived at San Francisco on 12 May. Sailing for the west again on 2 July, *Arctic* arrived at Ulithi on the 26th before she proceeded, in convoy UOK-43, for Okinawa, where, from 5 to 21 August, she issued fresh, frozen and dry provisions to fleet units. After Japan capitulated, she returned to Pearl Harbor on 11 September for repairs and reloading, before sailing for Japanese waters on 24 October. While en route to Tokyo, she sank a mine with gunfire on 12 November.

From 21 November to 13 December, *Arctic* provisioned fleet units off Yokosuka before she returned to Hawaiian waters—again sinking a mine en route—on 20 December. She departed Pearl Harbor on 2 January 1946 and arrived at San Diego on the 16th, where she remained for a little over a month. She left the west coast of the United States for the last time on 18 February 1946, bound for the Gulf of Mexico.

Material defects having rendered continued operation of the venerable *Arctic* "impracticable," the veteran "beef boat" was on her last voyage. Transiting the Panama Canal on 7 March, *Arctic* arrived at New Orleans, La., on the 15th. There, at Pen- dleton Shipyards, she was decommissioned on 3 April 1946. Her name was struck from the Navy list on 1 May 1946. Transferred to the Maritime Commission for disposition on 3 July 1946, the ship was then sold on 19 August 1947 to the Southern Shipwrecking Corp. and, as the name of her purchaser implies, met her end under the scrapper's torch.

Arcturus

The principal star of the northern constellation Bootes with a magnitude of .2 and located 36 light years distant from the Earth.

I

(Yacht: t. 78; l. 90'; b. 16'6"; dr. 4'9"; s. 14 k.; cpl. 16; a. 1 3-pdr., 2 mg.)

Arcturus (SP-182)—a wooden-hulled yacht built in 1911 by the Gas Engine & Power Co. and the Charles L. Seabury Co., Morris Heights, N.Y.—was purchased by the Navy from Martin L. Quinn of New York City on 25 May 1917; and placed in commission on 18 August 1917.

For her whole career, *Arcturus* was assigned to the section patrol duty in the 3d Naval District. She was decommissioned on 7 May 1919 and sold on 4 October 1919 to Reinhard Hall, Brooklyn, N.Y.

II

Artemis (SP-593) (*q.v.*) was renamed *Arcturus* in accordance with General Order No. 371 of 20 February 1918—probably to avoid confusion with the Army transport *Artemis* (ex-*Bohemia*, later *Artemis*), Id. No. 2187.

III

(AK-12: dp. 4,800; l. 391'9¼"; b. 52'0"; dr. 21'4½"; s. 12 k.; cpl. 521; a. none)

The United States Shipping Board originally assigned the name *Gold Star* to the steamship which would become in Navy hands AK-12 to honor the Gold Star Mothers, women drawn together by the shared tragedy of the loss of sons in action during World War I. Constructed at Wilmington, Del., by the Harlan plant of the Bethlehem Shipbuilding Corp., *Gold Star* was renamed *Arcturus* before the Navy acquired her from the USSB on 8 November 1921. *Arcturus* was placed in commission at the Philadelphia Navy Yard on 1 February 1922, Lt. Comdr. Julius C. P. Katterfield, USNRF, in command.

An objection to the name *Arcturus*, however, soon prompted the Navy to restore the name *Gold Star* (*q.v.*) on 6 February 1922, within a week of the ship's commissioning.

IV

(AK-18: dp. 14,225 (lim.); l. 459'1"; b. 63'0"; dr. 26'5"; s. 16.5 k. (tl.); cpl. 267; a. 1 5", 8 40mm.; cl *Arcturus*; T. C2)

The fourth *Arcturus* (AK-18) was laid down on 26 July 1938 under a Maritime Commission contract (MC hull 19) by the Sun Shipbuilding & Dry Dock Co. at Chester, Pa.; launched on 18 May 1939 as *Mormachawk*; sponsored by Miss Mollie Foulks Lee; acquired by the Navy on 20 September 1940; converted to a cargo ship at the Philadelphia Navy Yard; and commissioned on

26 October 1940 as *Arcturus*, Comdr. Russell C. Bartman in command.

The cargo ship began her Navy career with two years of general auxiliary duty operating out of ports along the east coast as far north as Argentina, Newfoundland, and south to San Juan, Puerto Rico. In October 1942, *Arcturus* received orders to load landing craft and join the Western Naval Task Force (Task Force (TF) 34) in the invasion of North Africa. The cargo ship was assigned to Transport Division (TransDiv) 9 of the Center Attack Group and sailed from Hampton Roads on 24 October. *Arcturus* arrived off Fedhala, French Morocco, just before midnight on 7 November, with the landing scheduled for daybreak on the 8th. The ship's boats moved troops ashore at H-hour, but to facilitate unloading her cargo, she moved into the harbor later in the day just long enough to unload at the one usable pier.

Arcturus was still anchored off Fedhala on 12 November when German submarine *U-130* attacked. *Arcturus* escaped, but three other auxiliaries were destroyed. The cargo ship's boats rescued survivors before the Center Group got underway to avoid more submarine attacks. The ships entered Casablanca on 15 November, and *Arcturus* completed unloading her cargo of small arms ammunition.

The ship joined a convoy on 17 November and returned to the United States where she entered the Norfolk Navy Yard at Portsmouth, Va., for an overhaul that lasted until 18 December. *Arcturus* got underway from Norfolk on 27 December and joined a convoy carrying urgently needed supplies to the southwestern Pacific. Stopping first at Noumea, New Caledonia, on 27 January 1943 and then at Brisbane, Australia, four days later, *Arcturus* returned to the east coast immediately. Redesignated as an attack cargo ship AKA-1 on 1 February, she then underwent a repair availability at the Boston Navy Yard from 13 March until 4 April. The ship then trained off the east coast with TF 85 in preparation for the invasion of Sicily.

Arcturus crossed the Atlantic and formed up at Oran, Algeria, with the transports and escorts of "Cent" force under Rear Admiral Alan G. Kirk. By 8 July, the convoy was underway for Scoglitti, Sicily, where TF 85 was to land as part of a three-pronged attack. H-hour was set for 0245 on 10 July, but delays in organizing the convoy postponed the landing for one hour. As the first waves of boats moved toward the beaches, enemy torpedo bombers attacked. For almost an hour, torpedoes and bombs fell throughout the transport area, but neither *Arcturus* nor any other ship suffered hits. Landing craft casualties were great, however, because of the heavy surf, lack of recognizable landmarks, and inexperienced boat crews. During the night of 11 and 12 July, another enemy air attack resulted in chaos as the transports and screening ships tried to defend themselves. American transport planes flew over immediately after the attack and were shot up badly by friendly fire. Unloading continued, and by the 13th, *Arcturus* was on her way back to Oran with the rest of the empty transports.

The cargo ship remained at Oran while plans were firmed up for the landings at Salerno. On 5 September, *Arcturus* got underway with TF 81, the Southern Attack Force, under the command of Rear Admiral John L. Hall. In spite of repeated enemy air attacks, the convoys arrived off the Gulf of Salerno late on 8 September. By 0335 the next day, the first wave of boats was landing at Paestum. Unfortunately, in the hope of completely surprising the Germans, no prelanding bombardment preceded the boats, and many men in the landing craft were killed.

The unloading progressed slowly as *Arcturus*'s boats helped move troops and supplies shoreward. One of her boats was lost in crossfire from German machinegun emplacements, with seven men killed and four wounded. By the evening of 10 September, unloading was complete. *Arcturus* and 14 other empty cargo and transport ships sailed for Oran with an escort of 10 destroyers. Shortly after midnight, screening destroyer *Rowan* (DD-405) sighted a torpedo wake and pursued what was later determined to be a German E-boat. She lost it, and, as she rejoined the convoy, was hit by a torpedo from another E-boat and sank within one minute. The rest of the ships in the convoy proceeded to Oran without incident.

Arcturus remained at anchor off the coast of Algeria until November when she steamed to the recently captured and cleared port of Naples for amphibious training. In December, the cargo ship joined a westbound convoy and sailed for the United States. High winds and heavy Atlantic seas tossed *Arcturus* unmercifully,

causing a fire in the pyrotechnic locker and the loss of 5-inch ammunition on the after gundeck. For two days, the convoy fought the seas, but at last the storm broke, and the ships arrived safely in the United States. *Arcturus* put into the Philadelphia Navy Yard on 2 January 1944 and commenced a brief overhaul.

The cargo ship set sail on 27 February to rejoin the war effort in the Mediterranean. After several rehearsals at Salerno for the amphibious landings in southern France, *Arcturus* joined TF 85, the "Delta" Force in this operation, and stood off the designated beaches at La Nartelle on 15 August, awaiting H-hour, 0800. The assault progressed like a textbook drill due to excellent gunfire support, air cover, and experienced boat crews. The landing was unopposed. There were no casualties and no loss of landing craft.

Just as *Arcturus* weighed anchor to retire from the transport area, she received orders to take on wounded, mainly German prisoners of war. The cargo ship slipped out under cover of darkness and rejoined her convoy en route to Naples to discharge her passengers. Until late October, *Arcturus* carried cargo from Naples and Oran to Marseilles and St. Tropez as the Allies advanced up the Rhone River valley. Released from this assignment on 21 October, the cargo ship returned to the United States for overhaul at the Philadelphia Navy Yard beginning on 10 November.

Arcturus completed overhaul in mid-December and set course to join the action in the Pacific theater. Transiting the Panama Canal on 9 January 1945, the cargo ship arrived at Pearl Harbor on 23 January and immediately unloaded her cargo. As soon as a new load was stowed on board, *Arcturus* got underway for Tulagi and Guadalcanal for training, rehearsals, and loading. She then steamed to Ulithi where she joined Transport Group "Baker" of the Northern Attack Force for the invasion of Okinawa. On 26 March, the ships stood out of Ulithi lagoon and set course for Okinawa.

Arcturus anchored at her assigned location in the transport area off the Hagushi beaches in the early hours of 1 April, but waited five days before she could unload her cargo of gasoline and small arms ammunition. The transports and cargo ships retired seaward at night to minimize the danger from kamikaze attacks. Many other ships were hit, but in her 14 days in the transport area, *Arcturus* suffered no damage. The cargo ship's gun crews were credited with two assists in shooting down enemy attackers.

On 15 April, *Arcturus* received orders to Saipan where she was routed on to Pearl Harbor and San Francisco, arriving at the latter port on 18 May. After loading cargo and supplies, *Arcturus* returned to the western Pacific to resupply the troops advancing on Okinawa. After a brief stop at Eniwetok on 11 June, the cargo ship dropped anchor at Okinawa on 5 August. Enemy air attacks continued, but less frequently and with decreasing intensity. On 15 August, when Japan capitulated, *Arcturus* was still at Okinawa. She was then assigned to ferry occupation forces to Korea and China. On 5 September, the ship departed Okinawa in a convoy carrying Army troops and cargo to Jinsen, Korea. The convoy arrived at Jinsen on 8 September, and the occupation troops were joyfully received by the Koreans.

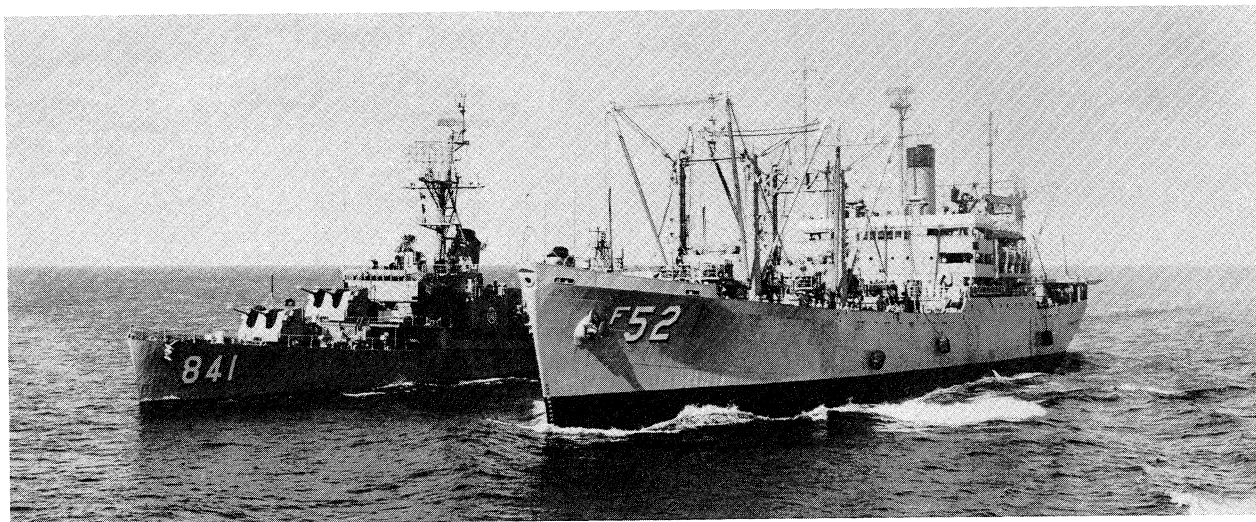
Arcturus returned to Okinawa to load more cargo and troops but had to steam seaward to avoid a typhoon. Finally, on 19 September, she was again loaded with marines and vehicles in convoy to Tientsin, China, where she anchored on 30 September. *Arcturus* ferried troops and equipment from Manila and Zamboanga in the Philippine Islands to China before receiving orders stateside.

The cargo ship got underway on 4 December from Shanghai, China, for Seattle, Wash., where she arrived on 22 December. No longer needed for service, *Arcturus* steamed to Portsmouth, Va., where she was decommissioned on 3 April 1946. Her name was struck from the Navy list on 5 June 1946. She was transferred to the Maritime Commission for disposal, and was sold to a Panamanian company on 24 June 1947. She began merchant service as SS *Star Arcturus*.

Arcturus was awarded five battle stars for her World War II service.

V

(AF-52: dp. 15,000 (f.); l. 459'2"; b. 63'0"; dr. 28'0"; s. 16.0 k.; cpl. 220; cl. *Alstede*; T. R2-S-BV1)



Arcturus (AF-52) replenishes *Noa* (DD-841) at sea, 8 November 1962, as pictured by Photographer 3d Class Cornell from on board *Boston* (CAG-1). (USN 1066671)

The fifth *Arcturus* (AF-52) was laid down on 8 December 1941 at Oakland, Calif., by the Moore Dry Dock Co. under a Maritime Commission contract (MC hull 184) as *Golden Eagle*; launched on 15 March 1942; sponsored by Mrs. John B. McKee; and delivered to the War Shipping Administration (WSA) on 23 April 1943. She was operated under WSA charter by the United Fruit Co. until 1946 and, thereafter by the Sword Line and the United States Lines. Between October 1948 and early 1950, she served the Army Transportation Corps. In March 1950, *Golden Eagle* was transferred from the Maritime Commission to the Navy and was assigned to the Military Sea Transportation Service (MSTS).

Designated AF-52 and manned by a civilian crew, *Golden Eagle* operated out of New York carrying supplies to American bases in the North Atlantic, Europe, and the Mediterranean. During November and December 1950, she was deployed to the Mediterranean for provisioning operations and, through the first six months of 1951, carried cargo to Bremerhaven and Liverpool. Following a second stint of service in the Mediterranean, she departed New York on 3 August for logistics duty off Thule, Greenland. Returning to New York on 13 September, she resumed transatlantic service on the 19th.

Between 1952 and 1961, *Golden Eagle* made regular runs to ports in western Europe. Operating out of New York, Boston, Baltimore, and Norfolk, she steamed to Bremerhaven, Liverpool, and Rotterdam. During August and September of 1952 and 1953, she supplied ships participating in Operation "Blue Jay" at Thule. Cargo missions in the North Atlantic sent her to Newfoundland, Iceland, and Baffin Island.

Following her return from European waters to New York in the summer of 1961, *Golden Eagle* entered the New York Naval Shipyard to begin modifications to prepare her to become a commissioned ship. She was renamed *Arcturus* on 13 October 1961 and placed in commission at New York on 18 November 1961, Capt. Maxie B. Davis in command. Shakedown training in the West Indies and post-shakedown repairs at the Maryland Shipbuilding & Drydock Co. in Baltimore occupied her until the summer of 1962. In June 1962, *Arcturus* stood out of Norfolk on her first deployment to the Mediterranean as a unit of the 6th Fleet. Over the next decade, the ship provided logistics support for Navy forces operating in the Mediterranean Sea and in the West Indies. During most years, she served three tours of duty resupplying ships of the 6th Fleet. In between those assignments, *Arcturus* made logistics support voyages to the West Indies, conducted type training, and participated in multiship exercises. Regular overhauls periodically interrupted that schedule and, when they occurred, usually limited her to one or two deployments to the Mediterranean for the year in question.

Late in 1972, as she prepared for the 24th Mediterranean deployment of her Navy career, her refrigeration compressor

system broke down completely. Early in October, the Navy decided to inactivate her. On 2 November, *Arcturus* began preparations for decommissioning. She was placed out of commission at the Naval Amphibious Base, Little Creek, Va., on 16 March 1973. On 18 October 1973, *Arcturus* was transferred to the Maritime Administration and berthed with the National Defense Reserve Fleet's contingent in Virginia's James River. Her name was struck from the Navy list on 1 October 1976. In December 1985, she was authorized for use as a target to destruction.

Ardennes

A forest in Belgium and Luxembourg, east of the Meuse River.

(Bark: t. 242)

Ardennes—a wooden-hulled, coppered, bark built in 1845 in Newburyport, Mass.—was captured by the United States sloop-of-war *Marion* off the mouth of the Congo River on 27 April 1859 while "engaged in the slave trade." Cmdr. Thomas W. Brent, commanding *Marion*, placed a prize crew under the command of Lt. Aaron W. Weaver on board the brig and sent her back to the United States. Her only voyage as a U. S. naval vessel ended upon her arrival at New York City on 25 June. That day, *Ardennes* was decommissioned and turned over to the United States marshal at that port.

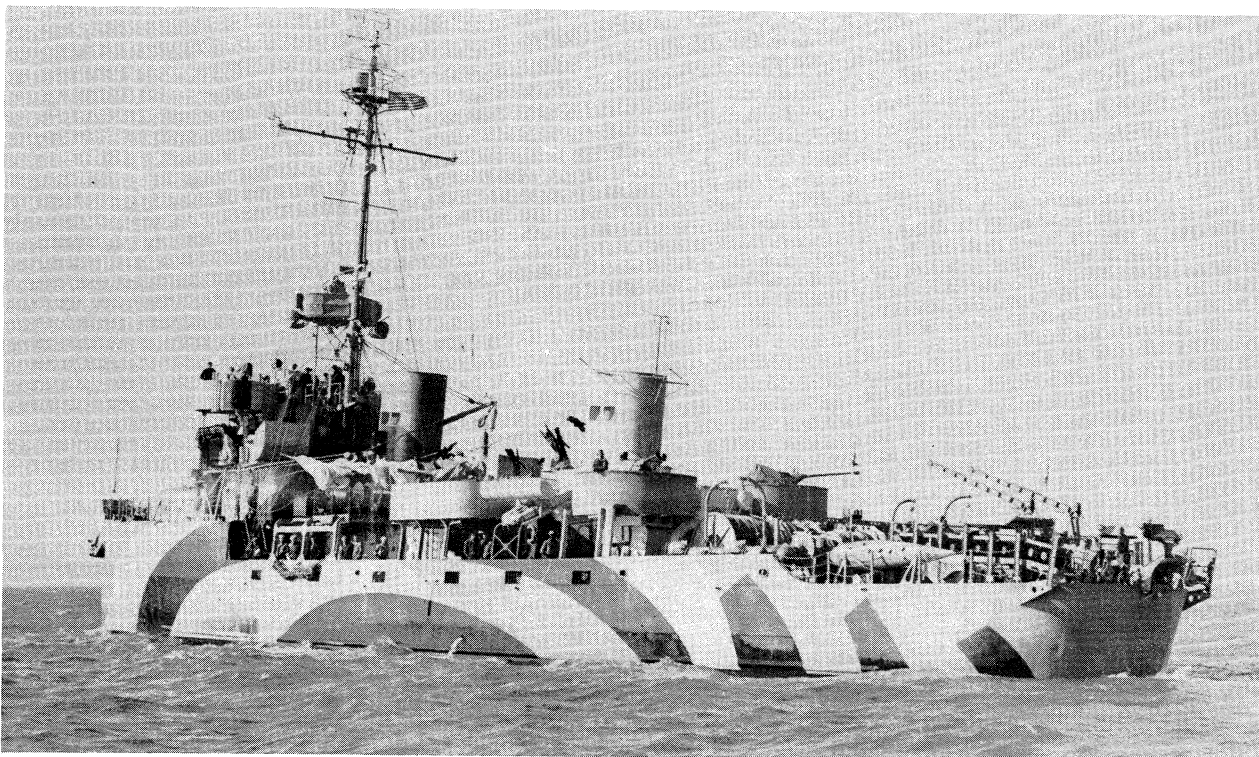
Ardent

I

(Str: dp. 293; l. 106'2"; b. 22'; dr. 5'6"; s. 10 k.; cpl. 20; a. 2 1-prdrs.)

Ardent (SP-680)—a fishing steamer built in 1902 by the Greenport Basin and Construction Co.—was purchased by the Navy on 11 June 1917 from Raymond J. Anderson, Newport, R.I.; and commissioned on 15 August 1917, Lt. F. P. Betts in command.

Ardent was fitted out as a minesweeper and assigned to the Mining Force, 2d Naval District. She carried out minesweeping duties and tended nets in the Newport, R. I., and Block Island sections throughout the remainder of World War I. In 1919, the ship was stationed at the submarine base in New London, Conn. where she became involved in torpedo work and worked at that task until early 1921, when she was decommissioned. The ship



Ardent (AM-340), off San Francisco, Calif., 5 June 1944, in Measure 32/1M camouflage. (19-N-82913)

was sold on 16 May 1921 to Mr. Wigo Rasmussen, Brooklyn, N. Y.

II

(AM-340: dp. 1,250; l. 221'2"; b. 32'2"; dr. 10'9"; s. 18.1 k.; cpl. 105; a. 1 3", 2 40 mm.; 2 dct., 1 dep. (hh); cl. *Auk*)

The second *Ardent* (AM-340) was originally laid down as *Buffalo* (BAM-8), for the Royal Navy on 20 February 1943 at Alameda, Calif., by the General Engineering & Drydock Co.; rescheduled for delivery to the United States Navy; renamed *Ardent* and redesignated AM-340 on 24 May 1943; launched on 22 June 1943; sponsored by Mrs. Bernadette Armes, the daughter-in-law of George A. Armes, President of the General Engineering & Drydock Co., and commissioned on 25 May 1944, Lt. Comdr. Allan D. Curtis in command.

During the first seven months of her career, *Ardent* escorted convoys and ships operating between the west coast of the United States and the Hawaiian Islands, though she also ranged as far as Eniwetok in the Marshalls and Tarawa in the Gilberts. The highlight of her service during this period occurred on 13 November. *Ardent* and the frigate *Rockford* (PF-48) were escorting a six-ship convoy midway between Honolulu and the United States. At 1232, *Ardent's* sonar picked up a submarine contact. *Ardent* attacked first at 1241, firing a 24-charge "hedgehog" pattern, and again at 1246 with a second "hedgehog" pattern. *Rockford* left her escort station to assist, and fired her first barrage of rockets from her "hedgehog" at 1308; two explosions followed, before an underwater detonation rocked the ship.

Ardent carried out two more attacks and the frigate dropped 13 depth charges to administer the coup de grace. The resulting explosions caused a loss of all contact with the enemy submarine. Wreckage recovered on the scene—deck planks, ground cork covered with diesel oil, a wooden slat from a vegetable crate with Japanese writing and advertisements on it, pieces of varnished mahogany incriminated in Japanese, and a piece of deck planking containing Japanese builders' inscriptions—indicated a definite "kill." Postwar research revealed the sunken submarine to be

the Japanese *I-12*, which had sailed from the Inland Sea on 4 October 1944 to disrupt American shipping between the west coast and the Hawaiian Islands. In sinking *I-12*, *Ardent* and *Rockford* unwittingly avenged the atrocity *I-12* had perpetrated on 30 October when, after sinking the "Liberty Ship" *John A. Johnson*, the submarine had rammed and sunk the lifeboats and rafts and then machine-gunned the 70 survivors. Among the ten men killed were five enlisted men of the merchantman's Navy armed guard detachment.

On 1 December 1944, *Ardent* departed San Francisco and headed for Hawaii. She reached Pearl Harbor on the 10th and underwent an intensive training period before sailing for the Marshall Islands on 27 January 1945 with Task Group (TG) 51.11, arriving on 5 February at Eniwetok. Two days later, *Ardent* sailed for Tinian, and reported for duty with TG 52.3 on the 11th. On 13 February, the ship got underway, in company with *Champion* (AM-314), *Devastator* (AM-318), and *Defense* (AM-317), to participate in the Iwo Jima campaign.

She conducted minesweeping operations off that island during the day from 15 to 18 February, and each night, her group retired to screen *Estes* (AGC-12). During the sweeps, the ships came under intermittent fire from enemy shore batteries, but sustained no damage. On 19 February, *Ardent* took bomb-damaged *Blessman* (DE-69) in tow and proceeded to the Marianas as escort for a convoy of damaged LCIs.

Upon reaching Saipan on the 25th, the minesweeper embarked 20 marines and loaded 149 sacks of mail for delivery at Iwo Jima. She arrived back at that island on 1 March but shaped a course for Ulithi the next day as escort for Task Unit (TU) 51.29.3. A few weeks later, *Ardent* got underway with TG 52.4 to take part in the assault on Okinawa. She began minesweeping operations on the 24th and continued them through the 31st, the unit to which she was attached destroying 17 mines during this time period. During frequent enemy air attacks, the minesweeper took several Japanese planes under fire. On 26 March, an enemy plane under fire from the nearby fast minelayer *Adams* (DM-27) started a glide for *Ardent's* stern. The minesweeper opened fire and splashed the plane 300 yards away.

On four occasions on 28 March, Japanese aircraft approached